AMONG THE YACHTSMEN

YACHTS BOUND FOR THE SUNNY SOUTH

Miami and Palm Beach to Be Winter Quarters for Large Fleets.

By ARTHUR F. ALDRIDGE.

Pleasure craft of all types and descriptions are now heading south. Some are going by the inside route, through the canals and inland waters, speeding away from the lee and snow and the cold winds toward the home of the palms owhere it is all sunshine. On some of these vessels the owners and guests are making the voyage, but on others the salling yacht ever shipped on the steamship West Haven to San Pedro, Cal., her new home port. The Iddia is probably the largest salling yacht ever shipped by steamer to the Pacific coast, being 70 feet overall, 50 feet waterline, 16 feet breadth and 10 feet draft.

The steel auxiliary schooner Invader has been sold by John Barneson of San Barbara.

The Eagle, the handsome steam yacht reconditioned about a year ago for her cowner, W. K. Vanderbilt, is one of the most comfortable yachts of the feet fromerly she was known as the Adventures and was built from designs by J. M. Soper at South Shields, England, in 1913.

The power houseboat which is so popular rowaders is quite prominent in the variance of the yacht to a standard the mame of the was known as the Adventure.

The power houseboat which is so popular nowadays is quite prominent in the fleet. The Ava, built last year for Allison V. Armour from designs by Tams, Lemoins & Crane, is one of the most attractive of this type. Mr. Armour paid a great deal of attention to the building of this yacht and he has embodied in its arrangement many of his own ideas, which add much to its attractiveness. Among others that have gone south are Col. R. M. Thompson's Everglades, Jesse L. Livermore's Gadfly, Connewago, now under charter to Rodman Wanamaker; L. Gordon Hammersley's Sindbad, Charles B. Dillingham's Nemeha, Osborne Howes's Santanta, Crawford Fairbanks's Granada III. George D. Rosensarten's Jane VI., Bruce Dodson's Clan, Merrill B. Mills's steam yacht Cynthia, the Mallard and Murelette.

The brokerage business has been quite tive in the past few weeks and several seels have been purchased for Southnuse, but few charters are reported.

E. Eaton of Boston, owner of the hooner Taormina, has chartered the neta. a Mathis houseboat 85 feet long.

Louis H. Eisenlohr of Philadelphia, the house of the house

Luneta, a Mathis houseboat 85 feet long.

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Louis H. Eisenlohr of Philadelphia, who is having a new houseboat built at City Island, has sold the 95 foot yacht Miramar to Clay J. Webster. The yacht will go South. Hugh L. Willoughby, Jr., has sold the 50 foot cruiser Seminole Queen to George H. Webster. This yacht is now in Southern waters.

John Ringling, whose Vidofner II., 110 feet long, was burned in Pamilico Sound, has purchased the houseboat Pastime. Albert J. Fay of Lowell, Mass., has purchased the Boomerang II., formerly Dreamer, and the yacht is to make its headquarters at Miami this winter.

H. Wilmer Hanan has purchased the auxiliary schooner Gallavant IV. and will use the yacht cruising and fishing in Southern waters. Gallavant has left for Florida. This schooner is 40 feet over all and is equipped with a standard engine. The auxiliary schooner Agawam has left for Miami and now files the fiag of F. A. Armstrong. The Agawam, 60 feet on the water line, was built from designs by H. J. Glelow.

The 72 foot power houseboat Miramar has been purchased by Clan M. Swift of Chicago and will be in commission in Florida waters. Dr. H. N. Torrey has

has been purchased by Clan M. Swift of Chicago and will be in commission in Florida waters. Dr. H. N. Torrey has purchased the Avalanche, a 52 footer built last year by the Consolidated Shipbuilding Corporation at Morris Heights. This yacht is to temporarily take the place of the Tamarack, a 120 foot crulser recently burned while on its way South. Some time in the near future Dr. Torrey intends to build another fair sized crulser.

Plans for Next Summer.

Eastern, Corinthian and other clubs will

centry celebrated the season with a temper served in the New York Yacht Clubhouse. Of course past races were discussed, but before the owners separated six of them promised to have their yachts in commission next summer and race them around the circuit. Just what the fifty footers will do has not yet been determined. Some would like to put them in commission with the jib headed mainsail rig like the Carolina carried in the Astor and King's cup races. Others would prefer to keep to the older gaff rig for the present.

The owners of the Larchmont 39 footers have been discussing plans and they hope to report a full class at the starting line next spring. There are five of these yachts. One, the Varuna, owned by Commodore James B. Ford, carried the jib headed mainsail rig. It is very possible that all will be rigged this new fashioned way next summer, and they will make a most interesting

is very possible that this new fashioned way next summer, and they will make a most interesting

Yacht Fleet on Pacific

on the water line and 172 feet over all.
Mr. Curtis later had the present Lyndonia built by the same company.

Albert H. Hays of Los Angeles has purchased the express cruiser Kingfisher. The yacht went to Savannah from a Southern port under its own power and was then placed on the deck of a steamer for transportation to San Pedro. Cox & Stevens report these transfers of yachts to the Pacific coast: The sale of the three masted auxiliary schooner Elise II. by Frank B. Bower, Philadelphia Corinthian Yacht Club, to Major Max C. Fleischman, New York Yacht Club, who has changed the name of the yacht to Bos of Holland and Roudil of France to Compete in Inter-

Ope FAI

a

Spark-C

January 30.

While in New York Bos will be a guest of the Crescent organization and will practice in its billiard room. Where Roudil will prepare for the international event has not been determined. When Roudil won his championship the deciding game was between him and Bos, whom he defeated by a score of 500 to 487.

January 30.

age—77 4-5.

While Conti was in Pittsburgh he was practically the guest of Dr. A. Levete, local French Consul, who showed him could be round the city and did everything possible to make his visit enjoyable.

Conti Sees Niagara Falls.

Thursday night at Buffalo Schaefer

Thursday night at Buffalo Schaefer made an average of 1331-3 in 400 points. His runs were 237, 28 and 125 Conti was anxious to see Niagara Falis, so on Thursday morning Mr. and Mrs. Schaefer accompanied him to the great cataract. Althoush snow was falling and the fringes of the falls were ice clad the grandeur of the scenery profoundly impressed the young Frenchman, who employed some Parisian language and as much English as he could command to express appropriate appreciation.

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national Event.

Schaefer and Conti at Pittaburgh.
Jacob Schaefer, champion of the world at 18:2 balkline, rested in New York Friday and Saturday. Monday, Tuesday and Wedneeday they exhibited it a new room opened by Ellis and Mendeeday they exhibited to the held at the Manufacturers Club. Philadelphia, will begin Monday, January 16. Ary Bos, amateur champion of Europe, will embark at Rotterdam, Holland, January 3. And will be due in New York about ten days later.

Edouard Roudil, who won the European championship in a tournament held at taparts in 1920, but on account of illences and interpretation and an account of illences and the players had a close fit to player shad aclose fit to player shad solved the grandeur of the scenery profoundly completed the grandeur of the scenery profoundly should cushiona. Schaefer, however, made one run of Ary Bos, amateur champion of Europe, will embark at Rotterdam, Holland, January 3. The state of the players had a close fit to player shad aclose fit to play the players and week a train for Buffalo, where they played the players had aclose fit to player shad aclose fit to play

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While many yachtsmen are going South, others who will spend the winter at home are planning for the next season in these waters, which will open about Decoration Day. Next summer yachting will be even more popular than it was last summer, and not only will many more of the older craft be in commission but new yachts are to be built for the summer's racing. The six meter class and the international races arranged by the Seawanhaka Corinmeter class and the international races arranged by the Seawanhaka Corinthian Yacht Club will be the most attractive feature of the season, but the week end regattas, the club regattas, Larchmont Race Week, the New York Yacht Club's regattas and the cruise and the races in Eastern waters of the

attract large fleets if present plans are carried through.

The owners of the forty footers recently celebrated the season with a dinner served in the New York Yacht Club house. Of course past races were dis-

and they will make a most interesting class.

The Puquot Yacht Club of Southport is to have a one design class similar to that of the American Yacht Club, only smaller. These yachts are to be built from designs by John G. Alden and will be known as the "ladles class." They will be salied in races off the club house. Nearly every club now has a one design class of small boats, and these are for the development of the young sailor. They have proved very popular and have resulted not only in club races, but in interclub team events, and of these there will be many more next summer than ever before.

Is Reenforced Steadily

The yacht fleet on the Pacific coast is growing steadily and the sport there has received quite an impetus. Several yachts recently have been purchased and taken away from the Atlantic coast. C. H. Croker of Sar Francisco has purchased the Lyndonis from the Navy Department and will have the vessel refuted as a vacht and

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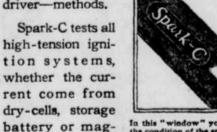
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